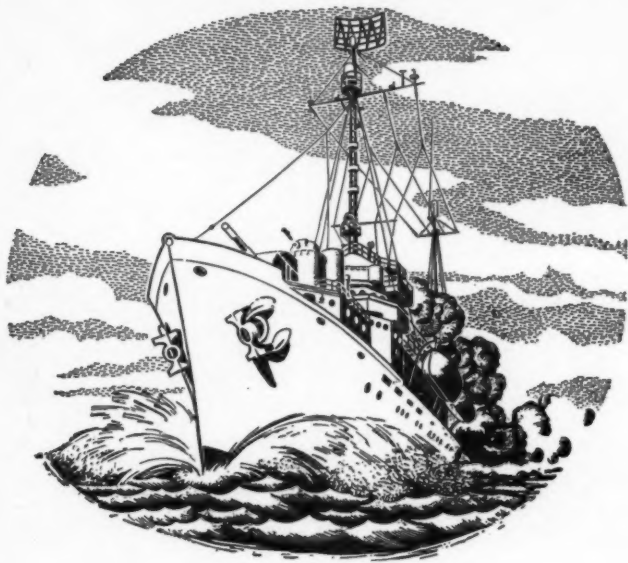


U.S. COAST GUARD



BULLETIN



AUGUST 1952

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**The Printing of This Publication Has Been
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B : c (20 ea) ; f, g (7 ea) ; e, h, i, l (5 ea) ; j (3 ea) ; d, k (2 ea) ; remainder (1 ea).

C : a, d (3 ea) ; remainder (1 ea).

D : all (1 ea).

List 118.

U.S. COAST GUARD BULLETIN...



Washington, D. C.—August 1952

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"Magna Carta" Reserve Act Passed

First Comprehensive Law Simplifies Administration

On 9 July 1952, the President signed the Armed Forces Reserve Act of 1952. This act has been referred to as the "Magna Carta" for the citizen-reservist and brings together in one statute a great number of laws relating to the various Reserve components of the Armed Forces. In addition, it furnished to the greatest extent practicable a uniform basis for the administration of all Reserve components.

A few of the more salient sections of the act, particularly those which make changes in the administration of the Coast Guard Reserve, include:

After 9 July 1952, all Reserve officer appointments are for an indefinite term rather than the 3-year appointment heretofore provided for in Title 14, U. S. Code.

Provision has been made whereby members of the Reserve components who voluntarily accept active duty may enter into a standard written agreement for variable periods of active duty up to 5 years. Such agreements, while not assuring that one who executes the agreement would not be released prior to the term, do provide safeguards as to release and severance pay under certain conditions for the remaining unexpired period of an agreement.

Another significant change in the overall administration of the Coast Guard Reserve is made by the provision that the Secretary of the Treasury shall designate a flag officer who shall be directly responsible for reserve affairs to the Commandant of the Coast Guard. In addition, the Secretary may prescribe that the Under Secretary or an Assistant Secretary have principal responsibility for the supervision of all activities of the Reserve.

The act divides the Reserve components Armed Forces into the "Ready Reserve," "Standby Reserve," and the "Retired Reserve." A limit of a million and one-half man Ready Reserve has been provided for by law, the members of which would be the first to be called to extended active duty in time of war or national emergency. All reservists not in the Ready Reserve or Retired Reserve will be members of the Standby Reserve. Members of the Standby Reserve can only be called to extended active duty in time of war or unless otherwise authorized by Congress, and then only after the Secretary has determined that adequate numbers of qualified members of the Ready Reserve are not readily available. Members of the Retired Reserve may be recalled involuntarily to active duty only in time of war or national emergency declared by the Congress or when otherwise authorized by law.

The act, except as otherwise specifically provided, becomes effective on 1 January 1953. It does not change the present authority to order reservists to active duty.

Further information will appear in the BULLETIN from time to time as well as through official directives, as the act continues to be analyzed and changes in administrative procedures become necessary.

Was June "Cattle Month" In Coast Guard Rescues?

Someone might call the month of June "Cattle Month" for the Coast Guard, or at least a short course in the ornery behavior of the beasts, according to reports from two districts, the Second and the Eleventh.

In the first instance, the crew of a Mississippi River buoy-tender found, while running close aboard the river's left bank, a young steer that was isolated like a Robinson Crusoe on the river's edge and with 40-foot banks astern.

Apparently looking for a cool summer's drink, the beast had either slipped or fallen from the bank to the small beach.

Not seeing anyone nearby to report the situation, the tender's crew took it upon themselves to salvage the bovine by use of the ship's boom. But the tender could not come close enough for that.

So off in hot pursuit went the cow-chasing crew to enmesh the animal in various and sundry ropes for safekeeping. Then, amid Titan effort of all, the bewildered but not bemused beast was hauled, pushed, and boosted up the sheer bank and allowed its happy freedom.

Out on Santa Cruz Island off Southern California in the Eleventh District, a bargeful of beef steers—300 in all—went aground. With 4 of the big fellows lost to the deep, some 35 went ashore. The CG 83366 in the charge of BMC Thomas J. Naccarate, converged on the scene to change 20 cattle's minds about swimming. Thus these were saved from drowning.

In the meantime the barge towboat, a large tug, had its troubles with a hole in its bow. But hundreds of cattle aboard the barge stayed put and it was soon re-floated.

By noon, however, the barge was in a bad way—all bad—and had sunk. Its crew had somehow managed to make a beach assault with the cattle cargo and all was well.

The 83366 had stood by during this time and continued to do so until nighttime when it helped a rescue tug to get a line aboard the crippled tow tug.



CAPT Allen Winbeck (left) and
CAPT Stephen P. Swicegood

Recent Assignments

CAPT Allen Winbeck, who for the past 2 years has been the operations officer of the Thirteenth District, has been assigned to the National War College in Washington. His transfer took effect upon the arrival of his relief, CAPT R. H. French, from New Orleans. In the Seventh District, CAPT Steven P. Swicegood arrived during July to take over duties of chief of staff of that district while CAPT Niels S. Haugen was ordered to the West Coast for duty.

Other recent changes have been the transfer of CAPT George H. Bowerman from the Third District to the C. G. C. *Eastwind* as CO, the transfer of CAPT Albert M. Martinson from the same district to Northern Inspector duties while CAPT John Rountree was designated chief of staff, Third District.

Funds Now Can Be Used To Apprehend Servicemen

The Coast Guard now has the same authority as the other uniformed forces have in apprehending and delivering deserters, stragglers and prisoners as the result of a bill passed by the last session of Congress.

Before passage of this legislation there was not specific authority for the service to expend money to commit the preceding acts in regards to personnel of the other military forces. However, the Coast Guard did have a mutual agreement with the other services in order that it could apprehend other uniformed servicemen wanted for disciplinary actions.



PLACID GREENLAND WATERS ALLOW THE C. G. C. EASTWIND to give its personnel a good look at a "white ghost of the North" when the ship took part in the establishment of a large Air Force base at Thule, Greenland, last year. Last year's Iceberg crop was one of the smallest on record.

All Retirements Are Now Drastically Curtailed

Drastic curtailment of voluntary retirements of both officers and enlisted men is faced by the Coast Guard as the result of reduction of funds appropriated by Congress for the pay of retired personnel during fiscal 1952-53, it has been announced by the Commandant. The policy will continue until 30 June 1953 at least.

According to Personnel Circular No. 30-52, the voluntary retirement of officers will be limited to those who have completed 30 years of active service and who set forth in writing satisfactory evidence, as determined by the Secretary of Treasury, that they would suffer hardship were their retirement not effected.

Voluntary retirement of enlisted personnel under the 20-year provision of Title 14, U. S. Code, will be suspended for entire fiscal year.

No change takes place in previous policy concerning the statutory retirement of officers and men for age or physical disability, the voluntary retirement of enlisted men who have completed 30 years of active service, or the retirement of any person for the good of the service.

The new policy was formed because of a congressional cut of \$600,000 in the service's retirement pay appropriations for the fiscal year. The service had asked for \$17,600,000 to pay its retired personnel during fiscal 1953.

Thus the policy as set forth in Personnel Circular No. 39-51 is being held in abeyance.

CG Institute Has Combined Two Basic Training Courses

A combined Military Requirements (Non-Rated area) and Seaman Course is now available for issue from the Institute. Due to the similarity between the military requirements for advancement in rating for all men in the Coast Guard and those for Seaman rating, instruction in the two areas has been combined into one course.

Two final examinations, one covering the military requirements area of the test and the other the professional, Seaman Area, are given. Enrollment in the Institute, Fireman, Hospitalman, and Stewardsman courses implies satisfactory completion of the military requirements whereas completion of the Seaman final examination is only required for men whose normal path of advancement originates in the Seaman rating.

The text for this course is the new Coast Guardsman's Manual (the Coast Guard version of the Bluejacket's Manual), which was prepared under the supervision of the Institute and the Commandant though printed by the U. S. Naval Institute. The new course substitutes the new allied visual signal flags and communications procedure which became effective 1 July and replaced the former Navy visual signal system.

The course comprises 15 lessons covering the following areas: Your U. S. Coast Guard, Its History and Organization; Law Enforcement; Aids to Navigation; Safety at Sea; Naval Customs and Courtesy; Discipline; Information Vital to Coast Guardsmen; Ranks and Rates; Uniform Regulations; Awards and Decorations; Inspections and Care of Government Property; Recreation, Educational and Special Services; Personal Hygiene and First Aid, Swimming and Lifesaving, Security of Information, Your Career in the Coast Guard, Military Fundamentals, Manual of Arms, Close

Order Drill, Physical Drill with and without Arms, Port Security Organization and Operations, U. S. Ships and Planes, Duties of Coast Guard Ships, Construction and Equipment of Ships, Ship Organization, Ship Duties and Routines, Watches and Lookouts, Cleaning, Maintenance and Painting, General Drills, Damage Control, Fire Fighting, Chemical Warfare, General Safety Precautions, Marlinespike Seamanship, Boat Seamanship, Compass and Bearings, Rules of the Road, Survival Afloat and on Land, Coast Guard Communications and the Telephone Talker.

Revised Institute courses application forms have been distributed through district commands, and must be used when an application is made for the above course.

Commandant Congratulates Skipper of United States

Felicitations were sent by the Commandant to Commodore Harry Manning of the S. S. *United States*, which ship now holds the record for fastest run both west to east and east to west Atlantic crossings, upon the recent west-east record run.

It read: "Congratulations for a Splendid Achievement With a Magnificent Ship X Your Record Crossing Is An Inspiration To All of Us Who Hope To Restore and Extend the Prestige of the American Merchant Marine."

Enlisted Pilots May Be Made Ensigns 1 September

A selection board will convene at Headquarters on 1 September to consider enlisted Coast Guard aviation pilots who desire promotion to ensign.

At the present, 33 enlisted aviation pilots are on active duty in the service. Deadline for application for promotion to ensign was 1 August.

By this move, the Coast Guard follows the Navy pattern of eliminating the enlisted pilots rating.



NAS, NEW YORK, WELCOMES COAST GUARD RESERVE AVIATORS—Left to right: CAPT Hayes R. Browning, USN, executive officer, NAS, N. Y.; LCDR John Moriarity, USNR; LCDR John F. Beacham, USCGR, Reserve aviation trainee; LTJG C. F. Krogmann, USCGR, Reserve Aviation Training Officer, USCGHQ; LTJG John T. Sauer, USCGR, Reserve aviation trainee; LCDR D. H. Herron, USCGR, Assistant Reserve Director, Third Coast Guard District.

CDR Whalen Is New Reserve Assistant Chief

CDR Mark A. Whalen reported at Headquarters in July as relief for CDR Henry E. Abbott, assistant chief of the Reserve Division. CDR Abbott was released to inactive duty 15 August.

After having served on the policy board which recommended the basic plan for Reserve training in June 1950, CDR Abbott was retained on extended active duty to develop the plan and guide it through its initial phase. He is now returning to his civilian occupation as an educator in Philadelphia.

CDR Whalen comes to Headquarters from a 2-year tour of duty as command-

ing officer of the U. S. C. G. C. *Humboldt*.

LT L. M. Grieg has been ordered to Headquarters as relief for LT F. N. Martin, chief of the Administration Section of the Reserve Division. LT Martin has orders to report to the First District in September. LT Grieg has recently been on loran duty.

CAPT George H. Bowerman, Director of Reserve in the Third District, has orders to the U. S. C. G. C. *Eastwind* as commanding officer.

During June the Alameda Training Station graduated 281 recruits of which 280 were SAs and 1 TA. During the same period there were 163 personnel from ORTUPS aboard to complete their annual training.

Six Institute Courses Available to Auxiliary

Six Coast Guard Institute courses are now available to Coast Guard Auxiliary members when a District Director endorses an application for them and the proper funds are forwarded to the institute by the member for payment, it has been announced by the Commandant.

Courses recently made available are Piloting (Nav. I) 0001-0, \$6.50; Celestial Navigation (Nav. II) 0002-1, \$8.25; Mathematics for Navigators 0005-0, \$3.00; Meteorology (Medium Altitude Aircraft) 0701-0, \$3.00; Elementary Practical Radio Engineering 0201-0, \$16.00; Advanced Practical Radio Engineering 0202-0, \$49.05.

In order to participate in the distribution and administration of the correspondence course program the following steps pertain:

(a) Members will apply to the Institute, via the District Director and the Commandant (PA), for enrollment in the chosen course.

(b) Each District Director will carefully screen each application received and will endorse the application to indicate that the applicant is being deemed fully qualified to take this advance course of study with a reasonable expectancy of completing it.

(c) Upon receipt of properly endorsed application (with money order) the Institute will forward the requested course directly to the member, and any correspondence concerning the administration of the course which may become necessary will normally be direct between the member and the Institute. Notices of disenrollment for inactivity will be forwarded via the Commandant (PA) and the District Director. The Institute will disenroll for inactivity when no lessons have been received for approximately 6 months. However, disenrollment may take place at any time by request of the member.

(d) The cost of the study material will be paid for by the member. Payment for each course will be made in advance by

money order or certified check, payable to the TREASURER OF THE UNITED STATES. The payment must accompany the application for enrollment. Upon acceptance of an application, and issuance of a course, the course material becomes the property of the member and all disenrollments will be without refund.

The above information is carried in Auxiliary General Circular No. 1-52 which cancels No. 9-46 dealing with the same subject.

Alien Watch Officer Waiver Is Now Canceled

An Executive order as the result of a survey made under Aldist 31 and the action of the Merchant Marine Council has acted to cancel the waiver to permit the employment of aliens as watch officers on United States merchant vessels. All alien applicants are being advised of this fact by letters from the Commandant with a duplicate being forwarded to the OCMI of the office where application was made.

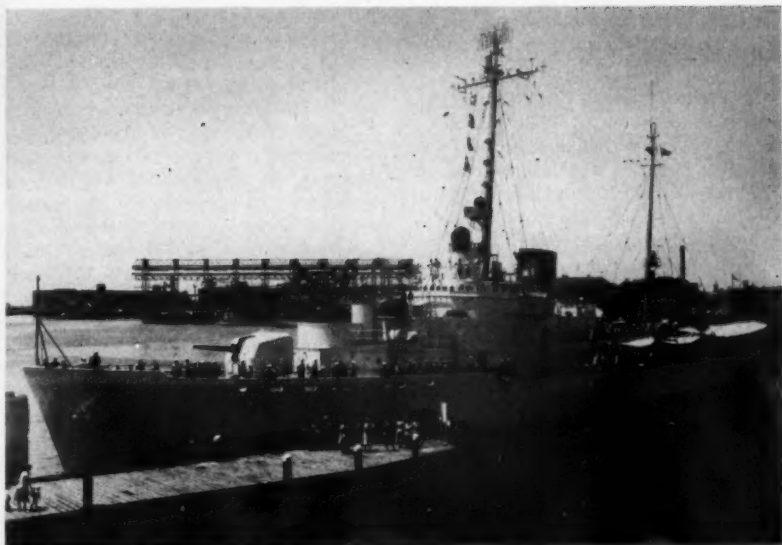
The waiver was originally promulgated when a serious shortage of qualified nonalien officers existed. Today this condition no longer prevails because of the many ships laid up by the Maritime Administration.

New VTU Established In Rochester, N. Y.

Volunteer Reserve Training Unit No. 9-4 was activated 29 April in Rochester, N. Y., with a membership of four officers and eight men. The unit meets in the Rochester Lifeboat Station.

Members are unanimous in their desire to convert the unit to an Organized Reserve Training Unit, Vessel Augmentation, as soon as possible. Their training schedule for the current quarter is a refresher on the basic subjects regularly taught in the organized units.

LT Hector J. DeFelix is commanding officer of the unit and LTJG Marvin W. Naber is training officer and acting executive officer. All enlisted members hold seagoing petty officer ratings.



PORT SIDE TO is the C. G. C. *Ingham* after a 22½-day duty on Ocean Station HOTEL docking at the Berkley Moorings at Norfolk, Va., in time for a recent national holiday. CAPT Spencer F. Hewins, CO of the ship, was met by his family while others' families can be seen ready for dockside reunion. CAPT Spencer reported the latest patrol as uneventful, with good weather and look-in on the Newport Bermuda race when the ship contacted two entrants. Ocean Station HOTEL, located 300 miles east of Norfolk, is a choice assignment for any of the three cutters in Norfolk assigned Ocean Station duties; other stations in the Atlantic are much farther from Norfolk and are given to rough weather.

725 Reserve Officers Selected for Promotion

Names of 725 Reserve officers selected for promotion by boards convened 31 March were approved 17 July by the Secretary of the Treasury. Officers whose names appear on these lists are eligible for promotion when their running mates in the regular service are promoted.

While selection by these boards establishes eligibility for promotion, it is probable that in many cases some time will elapse before promotion takes place.

The current lists include selections from ensign through captain. Names of 6 selections for captain, 31 for commander, 248 for lieutenant commander,

361 for lieutenant, 52 for lieutenant, junior grade, and 27 for ensign are included.

Selections for ensign were from the list of warrant officers. Names of 36 chief warrant officers were in the selection list for lieutenant, junior grade.

This is the second time selections for promotion have been made under the reserve promotion plan adopted in 1951. The first selections, announced in November 1951, included 672 names, of which 2 were selected for captain, 70 for commander, 360 for lieutenant commander, 81 for lieutenant, and 159 for lieutenant, junior grade.

From this earlier list approximately half of those selected for promotion to commander have not yet been promoted. In general other officers selected on the first list have been promoted.

Coast Guard Facilities Expanded in the Pacific

A Coast Guard Air Detachment has been commissioned at Wake Island to provide added search and rescue facilities for military and commercial air and surface traffic. Establishment of an air detachment at Midway is soon to follow.

In the meantime, existing CG Air Detachments at Barbers Point on Oahu, at Guam, and at Sangley Point in the Philippines are being strengthened by the assignment of additional aircraft and personnel.

Additional DE's will augment the floating forces on the Pacific and some of them will be stationed in Honolulu while others will be assigned to Midway, Guam, and Sangley Point.

All Air Detachments and surface ships will be organized in Search and Rescue groups to take part in rescue missions.

New Law Defines Benefits for Veterans

Opportunities for education and assistance in vocational readjustment are provided for personnel who served in the Armed Forces on or after 27 June 1950 by the Veterans' Readjustment Assistance Act of 1952, Public Law No. 550, passed and signed by the President in July. The termination of the period to which this legislation applies will be fixed later by the President or the Congress.

While the educational features of the bill are not as liberally worded as in the GI Bill of World War II, they provide the eligible veteran with education for a period equal to one and a half times the duration of his active service, up to a maximum of 36 months. In elimination of vocational and recreational courses and in some other restrictions, the bill shows definite effort to avoid the main criticisms leveled at the GI

bill while still offering veterans substantial educational advantages.

A corresponding policy has been followed in drafting the vocational rehabilitation features. Mustering-out pay is included, in amounts of \$300, \$200, and \$100, depending on the length and character of service, but the law clearly states that such mustering out pay is in lieu of unemployment insurance or readjustment allowances such as were provided in the GI bill. On this principle, personnel who request release from active service to accept employment and personnel entitled to severance pay or pensions are not eligible for mustering out pay.

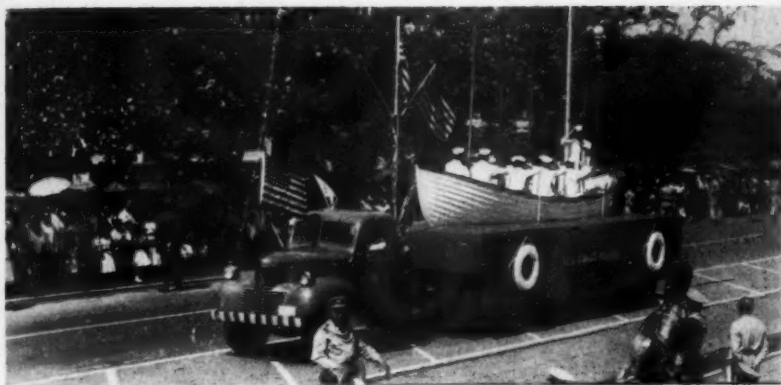
Loans for veterans with service on or after 27 June 1950 are also provided in the bill.

QM3 Course Now Ready for Issue

Quartermaster Third (Third Edition) is now available for issue from the Coast Guard Institute following a period of several months during which no course had been available because of lack of texts.

Of particular interest in the revised course is the part which includes instructions in recognition and use of the Allied visual signal flags and communications procedure which became effective 1 July to replace the former Navy visual signal system which was also used during WW II.

Lesson numbers and their titles are: No. 1 Introduction, No. 2 Steering, Steering Gear, Distress, Emergency Signals; No. 3 The Quartermaster's Watch—Part I; No. 4 The Quartermaster's Watch—Part II; No. 5 Flag Hoist Signaling and Related Topics; No. 6 Visual Signaling: Flashing Light; No. 7 Compasses; No. 8 Speed; Distance, Soundings, Care of Optical instruments; No. 9 Elementary Piloting; No. 10 Aids to Navigation and the Rules of the Road; No. 11 Charts, Publications, Time Zones; No. 12 Honors, Ceremonies, Loran.



THE COAST GUARD BASE FLOAT passes in review during the Fourth of July parade held in San Juan, P. R. Elsewhere, other Coast Guard units took part in parades celebrating the occasion.

Two Weeks' Training Duty Rates \$10,000 Insurance

Coast Guard reservists who are called to 14 days or more active duty training should be aware of the benefits they are entitled to as the result of the Servicemen's Indemnity and Insurance Acts of 1951.

These benefits include automatic \$10,000 coverage during the tour of duty plus the right to waive premiums on any existing term insurance during such service, and the privilege of reinstating the insurance within 120 days after service if it should lapse during the training period.

The free indemnity is dependent upon the length of training period. For example, if a reservist serves less than 30 days the coverage is only for the period served, and automatically, whereas if service is for more than 30 days then the coverage continues for 120 days thereafter.

The Administrator of Veterans' Affairs in a recent decision, No. 895, has this to say in regards the indemnity:

(1) Where a reservist is recalled to active duty training for a period of 14

days or longer and his term insurance (NSLI or USGLI) expires during that time, he is in "active service" during such training period and he is entitled to renew his term insurance within 120 days after separation from the service upon payment of premiums and evidence of good health.

(2) If a reservist waives term insurance premiums while on active duty training for 14 days or more, and his insurance expires while he is so serving, his term insurance is automatically renewed for an additional five years. He must resume payments of premiums within 120 days after leaving the service. (Ordinarily a person who allows his term policy to expire without having applied for renewal has no way to reinstate the policy.)

The 1952 Inter-Collegiate Rowing Regatta, held on Lake Onondaga, near Syracuse, N. Y., was patrolled by members of the Coast Guard Auxillary from the Ninth District.

All patrol force boats were Auxillary facilities. They were under the command of CAPT S. R. Sands, Jr., USCG. CGD9 Operations Officer.

New Boarding Training Film Is Being Distributed

A 25-minute training film entitled, "Boarding Procedures for Motor Boats" is being distributed to all districts.

In view of the importance of training additional personnel in motorboat examination so as to have these people available for boarding duty during the boating season, it is desired that the film be put to use upon receipt.

It is important to note that the film is intended only for training personnel in the Service and not to be used for civilian audiences other than Auxiliaries. But the film in no sense takes the place of verbal instruction of boarding personnel by responsible officers. Instead, it should serve as a supplementary material to pictorially explain the procedure and requirements laid down by regulations.

A revised version of this film entitled, "You're Being Boarded" is now under preparation and is expected to be distributed in the near future. In this version the narration is slanted toward commercial boat owners, yachtsmen and other civilian groups interested in motorboat examination and safety. It is intended that distribution of "You're Being Boarded" be coordinated by district PIOs utilizing the exclusive service of Auxiliary members except in unusual cases.

189 in Volunteer Status Get 2 Weeks' Training

Participants in Volunteer Reserve Training who received 2 weeks' active duty for training in fiscal 1952 numbered 189, of which 150 were officers and 39 enlisted personnel. This is the first fiscal year in which funds have permitted extensive encouragement of training duty for personnel in the volunteer category.

Most of the training given to these personnel was in Coast Guard or Navy schools or other schools operated by the Department of Defense or sea duty aboard Coast Guard and Naval vessels.

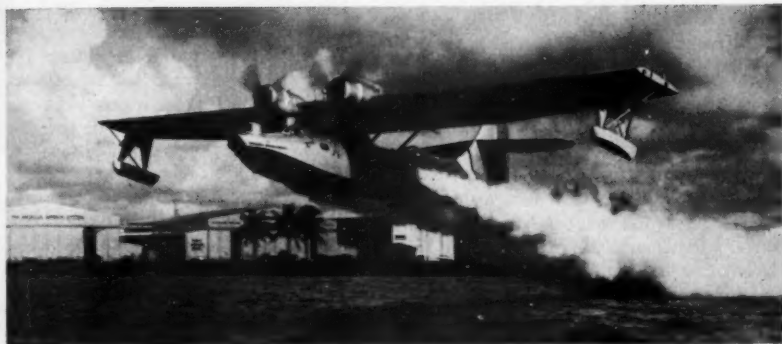
Types of training in which officers par-

ticipated included sea duty, administration, instructor training, damage control, and port security. Enlisted personnel were trained mainly in seagoing ratings, clerical duties, instructor training, and port security.

The Volunteer Reserve personnel apply for their training personally and are assigned as individuals, instead of being required to report with their units as are the members of Organized Training Units. Like the members of organized units they receive pay and retirement credit points.

Service Deaths

HILL, Deane Freckleton, SN, 12 June—Drowned—TRASTA, Groton.
BALCOMBE, Bertram George, GMC, 13 June—Natural—Ret.
TEAL, William, Bosn., 11 June—Natural—Ret.
CONNERS, Donald, SN, 16 June—Drowned—C. G. C. *Jasmine*.
CHAGNOT, Joseph Henry, LCDR, 12 June—Natural—Ret.
BAUM, Isaac Norris, Bosn (L), 18 May—Heart disease—Ret.
JONES, William Merrill, LT, 17 June—Pancreatitis—Ret.
TOMS, James Willard, HM2, 24 April (Missing) C. G. D. *Nine*.
UHRIG, Harold Alfred, CRM, 20 June—Natural—Ret.
KVANNE, Hans M., MM1 (L), 23 June—Natural—Ret.
NEWMAN, Charles H., Keeper LHS, 20 June—Natural—Ret.
HAND, Enoch G., Keeper LHS, 4 April—Natural—Ret.
WATT, Eugene Lee, MMC, 26 June—Heat Prostration—C. G. C. *Mendota*.
SOUTHWICK, Henry Clary, Jr., C. Bosun (R), 22 May—Natural—Ret.
KUZMA, Edward Stanley, C. PHM, 30 June—Natural—Ret.
APPLE, Bruce English, SN, 4 July—Gunshot Wound—Luzon, P. I.
CARSTENSEN, Nate Murback, CWT, 5 May—Natural—Ret.
ROSE, Earle Augusta, BM1, 9 July—Natural—Ret.



A COAST GUARD PBY with JATO (Jet Assisted Take Off) soars into the air at the Miami Air Station. While the actual amount of thrust given by the jet bottles, noticed on the side of the fuselage near the gun blister, is restricted information, it still can be said that with them the plane can be airborne with increased load weights, shortened takeoff space and increased speed. Most of the PBYS now flown by the Service are equipped with JATO.

Auxiliarists Busy With Summer Rescues

Coast Guard Auxiliarists on the rocky coast of Maine figured in a routine search recently that ended on a note of mystery.

The search, for a missing Kennebunkport lobster boat operator, was joined by Auxiliarists from Saco Bay, Maine . . . They recovered the body of the missing man, and Coast Guard units found spare gas cans, oars and a rudder floating nearby.

With an apparently routine operation completed, the boats returned to the shore, where fishermen had found a sweater, identified by next of kin as the dead man's, high and dry on the beach.

Elsewhere, an airborne Auxiliarist from St. Louis responded to a call from Com Two CGD's Search and Rescue Section and located a man navigating the Mississippi River upstream from New Orleans to St. Louis in a 12-foot outboard. The boatman, unreported for several days, was found safe on the beach after a 40-mile search by an Auxiliary aircraft.

Coast Guard Auxiliarists performed 170 other assists during June, patrolled 44 regattas and were credited with saving the lives of 34 persons.

Nine Helicopter Rescues In Just Thirteen Days

The HO4S and HO3S helicopter of the Twelfth District were in heavy demand during the period 4 June through 17 June when nine dramatic rescues were made with location varying from the sea to the mountains.

On 4 June, a critically injured survivor of a light plane crash in the Sierra Nevada Mountains was removed from an almost inaccessible spot at 3,400-foot elevation to a hospital at Marysville.

Then on 6 June, an HO4S removed a fisherman, who was suffering from gastric hemorrhages, from a fishing vessel off Point Montara, Calif., and delivered him to an awaiting ambulance on the lawn of the USPHS hospital in San Francisco.

On 15 June, the District's HO3S removed a man stranded by the tide on a rock 75 yards offshore from Pescadero Creek, Calif.

On 17 June, the same helicopter assisted in locating six persons either swimming or stranded in San Francisco Bay. It directed the C. G. 35076 to five of the persons and hoisted the sixth from the water to land him safely on the beach.

New Enlisted Record Form Is Now Being Used

A revised Enlisted Service Record became effective 1 July by publication of Personnel Circular No. 28-52 (Enlisted Service Records; revision of; information concerning).

The new record uses separate numbered pages for various fundamental parts, with basic instructions on the reverse of each page and on the inside of the cover as appropriate. A new cover is also used.

Purpose of the revision is to bring the various forms up to date and to use self contained instructions to eliminate as much as possible the need for reference to other material for instructions as to entries and maintenance.

560 Per Month Expected To Be Recruited Until December

Approximately 560 recruits per month is expected to be the quota assigned for August through November of this year the Commandant announced recently.

For purposes of planning, the approximate percentage of this monthly quota will be assigned as follows:

District:	Percent of total quota
First	10
Second	19
Third	13
Fifth	9
Seventh	5
Eighth	5
Ninth	22
Tenth	3
Twelfth	3
Thirteenth	8
Fourteenth	1

New Loss Claims Act Allows Old Void Claims

Coast Guardsmen and other Armed Forces personnel, who have lost personal property incident to service are now allowed 2 years after the date of such loss in which to file a claim for compen-

sation according to the new Military Personnel Claims Act which was recently signed into law by the President and rewrites the Military Claims Act of 1945.

Moreover, old claims which were not allowed because of one year restriction of the former law may not be allowed if filed within one year from now.

The new bill also allows claims to be filed by a survivor and by Defense Department civilians and their survivors. The 1945 law limits filing to service personnel themselves and to Army, Navy, and Air Force civilians. Survivors and defense civilians were excluded.

Unlike the old 1945 act which did not limit the amount of a claim, the new act does so to the extent of \$2,500. Any losses larger than that amount must be paid only by individual congressional approval.

Reserves To Have Class In Aids to Navigation

To assist and encourage Volunteer Reserve Training Units in establishing aids to navigation training, a special two weeks' basic and refresher class in this field of training will be convened at the Training Station, Groton, 15 September.

Both officers and enlisted personnel may be assigned to this school, which is designed to give initial preparation to the officers and leading petty officers of Volunteer Reserve Aids to Navigation units. Future planning calls for conversion of such units to Organized Reserve Training Units as funds permit.

Amphibious training, to which Coast Guard personnel have not been assigned for some time, is now offered for both officers and enlisted reservists. Application may be made for assignment to an appropriate school for 2 weeks' active duty for training.

Coast Guard enlisted men may have a reduction in rating before the sentence to a BCD or a confinement is finally approved according to a recent change in the Coast Guard supplement of the Court Martial Manual.

Preliminary Report on Tests of Vagabond Ship Courier

(Submitted by the Department of State)

Recent tests of the VOA's floating transmitter, the "vagabond" ship *Courier*, proved it to be the most versatile and one of the most effective weapons thus far developed to promote the Campaign of Truth. The tests were successful both from the technical and program standpoint. Proof of this was established in an 18-day trial of all three of the ship's transmitters in the Panama Canal Zone. During this period, programs were broadcast daily for 6 hours continuously. The programs were prepared on the spot by a VOA team and were specially designed for audiences in the Caribbean area.

Prior to reaching the Canal Zone, the *Courier* made good-will visits in the ports of La Guaira, Venezuela; Cartagena, Columbia; and Panama City. On its homeward voyage after the extended tests in the Zone, the ship made a final good-will call at Vera Cruz, Mexico. During each of these visits, the ship broadcast 1-hour token programs. The highest officials of the various governments enthusiastically participated in these programs.

The presence of the *Courier* in the Caribbean deeply stirred the imagination of people in that friendly area. They had been well informed by advance publicity of the vessel's ultimate mission. Thousands of persons visited the ship at the ports of call and hundreds of letters were received by the ship from persons who listened to its programs.

Project Vagabond—a project developed by the Department of State with the cooperation of the Maritime Commission and Coast Guard—was designed to speed up the construction of the ring plan. The project offered the best means of placing in operation immediately one unit of the ring without the usual 18-month delay involved in construction of a shore-based plant. It was believed that it would permit a VOA operation in an area where from a political viewpoint or security viewpoint the installation of a permanent shore base would not be possible or warranted. Above all, because of its mobility it afforded the opportunity to retain possession of the expensive equipment and move it when the occasion demanded.

The tests briefly described above establish beyond any question of doubt the practicality of the project. Several supplementary reports are attached which describe in some detail the highly successful results achieved. They reveal that the *Courier* is a technically perfected broadcasting vehicle for bringing to the front door of any target area, the full strength of our message.

Summarizing the test operations, a small team of VOA technicians, in advance of the arrival of the *Courier*, made a short visit to each port of call, to make the necessary arrangements for the one-hour programs. With the cooperation of the U. S. Mission and local authorities, they encountered no difficulty in arranging to borrow a frequency from a local broadcasting station, the use of its studio facilities, and providing for a tie-line to a suitable berth for the ship. In the case of the extended tests in the Canal Zone, the team had the full cooperation of the Caribbean Command and Zone authorities in arranging for studio facilities and the use of a special frequency previously cleared by interested Washington agencies.

The programming of the 1-hour broadcasts in the ports of call was handled by a small "special events" team who preceded the ship, by airplane, at each port of call. The local USIE missions took advantage of the visit to promote its good-will aspects to the fullest. A report from Bogota states that "for the first time in the radio history of Columbia, every station in the country, numbering more than 80, joined hands to form a national network to broadcast the VOA *Courier* program."

Panama reports that during the ship's brief stay in Panama City over 7,000 persons went aboard the vessel on inspection tours and that a conservatively estimated audience of 160,000 heard the special 1-hour broadcast over 23 Panamanian radio stations. Mexico City reported that five thousand persons were on the dock to greet the *Courier* on its arrival in Veracruz and that the VOA program from the ship, featuring the remarks of President Aleman, was heard through the use of relays and other radio outlets, by an estimated 10 million listeners.

For the 18-day tests in the Canal Zone, the "special events" team developed a regular program schedule providing for 6 hours of continuous broadcasting, from 5 to 11 p. m. daily. The enclosed paper described how the programs, especially designed for Panamanians and others in the Caribbean area, were keyed to two basic purposes:

To make the audience feel that they were part of the *Courier's* mission to bring the message of truth to the enslaved peoples behind the Iron Curtain, and to attack Communism and to supplant Soviet propaganda with the truth about the American way of life, U. S. foreign policy, and inter-American principles.

The Embassy at Panama reports some of the concrete achievements of the *Courier* as follows:

1. The visit of the *Courier* was regarded by the Panamanian people as a friendly and courteous gesture by the Government and the people of the United States.
2. The activities (receptions, visits to the *Courier*, the transiting of the Canal, press and feature stories) gave emphasis to the ultimate mission of this ship.
3. An estimated 7,500 Panamanians visited and inspected the transmitting equipment of the *Courier*.
4. The Captain of the ship proved to be an excellent Ambassador of good will. He dramatized the mission of the *Courier* by his hospitable attention to those who visited the ship and by his effective and modest explanation, both to individual and clubs, of the nature of the *Courier's* mission.
5. The *Courier* gave the Embassy, and particularly the Public Affairs Officer, the opportunity to develop closer and friendlier relations with important information, leader, university and other groups.
6. The healthy effect of the *Courier's* visit and related activities upon the Panamanian people is to some extent an unknown quantity but it is believed that the feeling of friendship for the United States has been strengthened and that Panamanians generally possess a better understanding of United States foreign policy than before the visit.
7. It is believed that the visit and the straight-forward broadcasts with their messages of truth against international Communism have helped place Communism in its true light in this area of the world.
8. Evaluation should be given to the large quantities of letters which have arrived and which come with each mail delivery. They demonstrate the effectiveness of the *Courier's* visit to Panama and prove it to be a powerful weapon of truth which can and does reach out many hundreds of miles. The whole spirit of the *Courier's* mission is reflected in these letters. The encouragement contained in them is evidence that many hundreds of people in all parts of Central and northern South America are growingly conscious of the Communist threat and, as individuals, are willing and ready to do their part to force Communism into retreat.

The 110 assistance cases during the month of June are believed by the Eighth District to have set a record there. Boardings to date in the fiscal year numbered more than 11,000.

1951 Report of the Secretary of the Treasury The United States Coast Guard

Construction and Development

New port security units required construction of office space, facilities for housing and messing personnel, and for berthing small boats. This program was 70 percent complete at the end of the fiscal year. A new Coast Guard designed 40-foot boat is being built for port security work.

Construction of a new Gulf of Alaska Loran Chain was commenced with a tentative date of November 1, 1951, for placing the stations on the air. Marshall Island Loran Chain was relocated at Eniwetok, Ebeye, and Wake Islands. Contracts were let for reconstruction of the Hawaiian Loran Chain, involving new stations at Ilio Point and Makahuena Point and rehabilitation of Upolo Point. Rehabilitation of the Philippine Loran Chain was started. In the Marianas, work was contracted for a new station at Falalop, and for reconstruction of buildings at Saipan and Cocos. In the Ryukyu Loran Chain, contracts were entered into for rehabilitation of stations at Okinawa and Iwo Jima.

At the Coast Guard Academy, contracts were entered into for construction of the Memorial Chapel and the first unit of a galley and mess hall building. Training facilities were rehabilitated at the Training Stations at Cape May, N. J.; Alameda, Calif.; Groton, Conn.; and at the Academy.

The Coast Guard maintained 22,000 fixed structures during the fiscal year, and undertook approximately 7,500 construction and repair projects. Of this number a total of 750 were considered major construction projects, varying from providing new light and fog signal buildings to constructing new boat-houses, wharves, etc. Of these major projects, 375 were completed during the year.

Plans and specifications were prepared for re-engining two buoy tenders for in-

creased economy. These conversions incorporate new conceptions of power transmission, permitting the very low propeller speed necessary in tender work. The cost of these transmissions will be less than those now used.

A program of testing lubrication oil, which is a large item of expense for Diesel engines, has been developed. The tests will show any deterioration of the lubricating oil, giving a positive indication of when the oil should be renewed, thus preventing premature renewal; in addition they will indicate whether or not overhauling or adjustments of engines is necessary.

The development of an automatic tracking Loran receiver was undertaken and carried through to completion. The equipment proved of great advantage to ocean station vessels and to planes on ice patrol duty, and is considered especially useful for aircraft navigation. Investigation is being made of the application of new cross correlation principles for Loran station operation, with a view to improving the operation of the Loran system, especially in those cases where long base lines result in poor signal to noise ratios.

Coast Guard aircraft improvements in both fixed and rotary wing types centered on higher performance, better maintenance, and greater safety. Procurement of a new model amphibian utility aircraft and a new model transport will provide higher performance for the fixed wing type aircraft, and three new helicopter models will provide greater capacity and coverage for operational performance in the rotary wing type aircraft. Aircraft safety improvements included: Night flying instrumentation for certain helicopters; shoulder harness and improved landing gear on utility landplanes; standardization of the oxygen, electrical, electronic, and fuel systems, and the incorporation of fire prevention, anti-icing and safety of flight

equipment on certain transport aircraft; modernization of transport aircraft engines to provide greater life and increased horsepower for takeoff and top performance; and provision of modified carburetors for the engines used on long range multiengine aircraft to provide longer life and increased reliability.

The program of testing and development was continued during the year wherever it was considered it would result in improvements in safety and operations or would permit greater economies in the performance of Coast Guard duties. Significant development programs included:

(a) A survey to establish the best color schemes and types of paints for use at shore establishments and on shipboard to improve working conditions, reduce safety hazards, and to reduce costs by eliminating the need for maintaining stocks of a large variety of paints; (b) development of equipment to permit handling of small boats with greater safety under adverse weather conditions; (c) development of fire retardant paint for use in interiors of Coast Guard and merchant vessels to reduce fire hazards; (d) development of improved lighted aids to navigation on light vessels for greater assistance to mariners under conditions of poor visibility; and (e) application of cathodic protection to offshore light structures to reduce annual maintenance costs and to extend the useful life of these steel structures.

The Coast Guard, in joint effort with the Department of the Navy, Department of the Army, the Maritime Administration, and the American Bureau of Shipping, actively participated in the work of the Ship Structure Committee. This committee under the chairmanship of the Engineer in Chief of the Coast Guard, is charged with the responsibility of prosecuting a research program to improve the hull structures of ships through an extension of knowledge pertaining to design, materials, and methods of fabrication. Great strides have been made by this committee toward the solving of many problems involved in ship

structures, and much new information was gained concerning the characteristics of steel used in ship construction. One major project of the committee is the continuing study of the problem of why ships break apart.

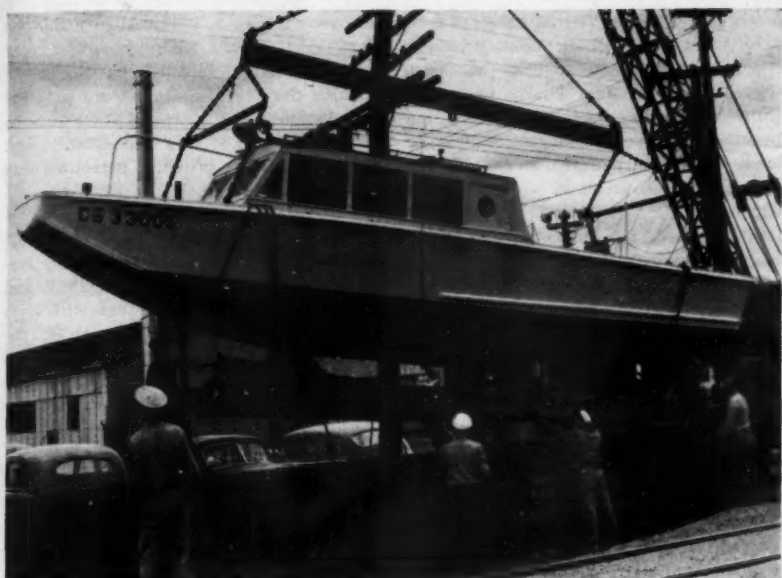
Safety Program

All branches of the Coast Guard vigorously pursued a safety program during the fiscal year, with the objective of the President's safety program goal of a 50-percent reduction in 1952 of the accident rate of the Service. Numerous improvements were recently effected in the organization of the safety program, by establishing safety requirements in all Coast Guard activities. Although the accident rate increased in some branches during the last half of the fiscal year 1951, it is probable that the increased rate was due in some measure to improved reporting practice, which eventually will result in more accurate information on accident causes and a more rapid reduction in accident rate. The most marked improvement for the past several years has been in a reduction of vehicular accidents. With improved organization, an even more vigorous safety program during the next fiscal year is expected to better the conservation of personnel and material through reduction of accidents.

Personnel

On June 30, 1951, the military personnel strength of the Coast Guard on active duty consisted of 2,632 commissioned officers, 448 commissioned warrant officers, 362 cadets, 467 warrant officers, and 25,375 enlisted men.

To help meet the officer replacement needs of the Regular Coast Guard, 136 officers were appointed from among the commissioned warrant officers, and warrant officers and enlisted men of the Coast Guard who formerly held commissions for temporary service, and 12 from among qualified merchant marine officers. New officers for extended active duty were appointed in the Coast Guard Reserve from among former enlisted personnel of the Coast Guard and Coast



THIS 33-FOOT PATROL BOAT is being lowered onto a railroad flatcar at St. Louis for shipment to Cincinnati where it will be used by marine inspection personnel for boarding and inspection duties. By the middle of June over 500 craft in the Second District had been boarded and inspected for possible safety violations. Thus far, lack of life preservers aboard the craft has been the most frequent violation according to reports.

Guard Reserve, and from graduates of colleges and merchant marine academies.

An increase in active personnel was required to meet the manning needs of port security units and newly commissioned vessels. The officer needs were met by calling 263 Reserve officers to active duty, appointing and calling to active duty 173 new Reserve officers, appointing for temporary service 90 commissioned warrant and warrant officers and enlisted men, and appointing 86 enlisted men to warrant grade for temporary service. An increase of 5,028 enlisted men was authorized.

The authorized force of civilian employees at Coast Guard Headquarters on June 30, 1951, was 874. In the field, the authorized force was 1,542 salaried personnel, 3,088 wage board employees, and 627 lamplighters.

Of the 26,113 men who applied for en-

listment in the Coast Guard, 7,358 were enlisted, 5,269 were rejected for physical reasons, 10,024 were rejected for other reasons, and 1,728 were accepted but failed to enlist; 1,734 applications were pending on June 30, 1951. A total of 6,025 recruits reported to the three recruit training centers which were in operation during the year at Cape May, N. J.; Groton, Conn.; and Alameda, Calif.

On September 27, 1950, Executive Order 10164 authorized the Coast Guard, in cases where enlisted personnel did not immediately reenlist in the Coast Guard, to extend enlistments for 1 year, if the date of expiration of enlistment occurred prior to July 9, 1951. This Executive order gave to the Coast Guard the same authority as the other armed services, for the purpose of alleviating attrition during the existing emergency. The Coast Guard, however, adopted a

policy of permitting the discharge of men upon expiration of enlistment, provided they immediately enlisted in the Coast Guard Reserve. This was to prevent a future serious depletion of personnel due to expiration of enlistments when the emergency ends, and also to provide for a more effective Reserve.

A considerable dislocation of personnel resulted from the immediate need for trained petty officers for the port security and vessel manning programs. It was necessary to deplete the operating forces in order to provide petty officers, and all training schools were expanded to maximum capacity. An average of 842 men per month were in training at all schools. In addition to using special Navy schools, two Coast Guard Training Detachments were established for training port security personnel: one for explosive loading at the U. S. Naval Magazine, Port Chicago, Calif., and one for water-front security and patrol duties at the Army Military Police Replacement Training Center, Camp Gordon, Ga.

On June 1, 1951, after satisfactorily completing the 4-year course, 63 cadets were graduated from the Coast Guard Academy and were commissioned ensigns. In the 1951 Nation-wide competitive examination for appointment as cadets, 962 received passing grades from among 4,181 who took the examination; it is expected that 200 of those who passed will be appointed as the Class of 1955. The 1951 cadet practice cruise for practical sea training was made aboard the cutters *Campbell* and *Eagle*, and included visits to European ports.

A comprehensive postgraduate program of specialized and advanced training was afforded selected officers for the purpose of providing for the most efficient conduct of the many highly specialized and technical phases of Coast Guard operations and administration.

At the close of the fiscal year, 87 U. S. Public Health Service officers were on duty with the Coast Guard; these included 34 medical officers, 42 dental officers, 9 nurse officers, 1 scientist officer, and 1 sanitary engineer officer. During

the year the U. S. Public Health Service instituted a plan whereby second year residents from selected U. S. Public Health Service Hospitals were detailed for duty on board ocean station vessels. This plan worked very successfully, and the medical care provided personnel was greatly improved.

Uniform Code of Military Justice

The new Uniform Code of Military Justice became effective May 31, 1951, and proceedings in accordance therewith were instituted. This Code supersedes the separate systems previously used by each of the military services so that one system is now applicable to all.

Coast Guard Reserve

For the first time, funds were received for training Reserve personnel to enable the Coast Guard when operating as a part of the Navy to perform those duties which have been delegated to it. Because the act of August 9, 1950 (Public Law 679, 81st Cong., 2d sess.) charged the Coast Guard with the function of port security, priority was given to training for this type of duty. Organized Reserve Training Units, Port Security (ORTUPS) were established in major port cities. These units ranged in size from 7 officers and 44 men to 11 officers and 124 men. By June 30, 1951, 35 ORTUPS were in operation with a total membership of 224 officers and 1,992 enlisted men in paid drill status.

Although other training was held to a minimum for financial reasons, 418 Reserve officers and 1,178 Reserve enlisted personnel received 2 weeks of active duty for training. In anticipation of a larger program, the Commandant authorized Organized Reserve Training Units, Vessel Augmentation (ORTUAG) in Boston, Mass., and Washington, D. C. The mission of these units is to prepare teams of officers and enlisted men to augment the personnel of Coast Guard vessels in time of war or emergency.

The Reserve Volunteer Training Program had 66 units in operation on June

30, 1951. A total of 1,592 officers and 501 enlisted personnel received training in volunteer status during the year.

Coordinated with the beginning of the training program, a screening and classification program was conducted to assure the general readiness of members of the Reserve to serve. This program resulted in the removal from the active rolls of those officers found unfit or unwilling to perform duty. By the end of the year, 152 officers had been transferred to the Inactive Reserve for failure to meet the established standards.

Forty Reserve ensigns not scheduled for immediate active duty received 2 weeks' intensive indoctrination at the Coast Guard Air Station, Elizabeth City, N. C.

Administrative Reports

At the end of the fiscal year 1951, the Active Reserve had a total strength of 8,300, including approximately 3,800 officers and 4,500 enlisted men.

Coast Guard Auxiliary

The Coast Guard Auxiliary is a non-military organization sponsored by the Coast Guard to assist in promoting safety and in effecting rescues on and over the high seas and on navigable waters; in promoting efficiency in the operation of motorboats and yachts; in fostering a wider knowledge of, and better compliance with, the laws, rules, and regulations governing the operation of motorboats and yachts; and in facilitating other operations of the Coast Guard. The Auxiliary increased its membership during the year to 13,076, with an affiliated ownership of 6,838 boats, 404 planes, and 206 radio stations. In addition to meeting the requirement that members maintain a high standard of efficiency in engineering, safety, navigation, and operating practices, members gave courtesy motorboat inspections and small-boat seamanship training to the general public, provided safety patrols for regattas and marine parades, and endeavored to carry on a program of safety education

and self-help under the general auspices and guidance of the Coast Guard.

Management Improvement

The management programs of the Coast Guard are designed to meet the specific requirements of the Service, but are kept in phase with both Treasury and Navy programs. Management planning during the fiscal year was complicated by the defense emergency. A reappraisal of objectives was necessitated by the institution of the port security program and the need for improving the military readiness of the Service. The demands of the port security program required approximately a 25-percent increase in personnel with inevitable problems of personnel procurement, training and placement, and of organization, establishment, and equipment of new units. A further increase was requested to meet the demands of military readiness.

A major reorganization of Coast Guard Headquarters was accomplished on May 1, 1951, concluding a project which has been under active consideration since 1948. Some major aspects of the reorganization were: (a) The establishment of positions of Chief of Staff and Deputy Chief of Staff with responsibility for general administration, for the initiation, development, and review of basic policies and programs, and for functioning as management advisers to the Commandant; (b) the establishment of the comptroller-type organization having responsibility for supervision and coordination of the activities of accounting, audit, budget, cost analysis, statistical services, and supply; and (c) the establishment of the Statistical Services Division with responsibility for machine statistical accounting and centralized reports and forms control. The new statistical division has absorbed, to date, various statistical services previously performed throughout Headquarters.

A program to strengthen the reporting system by centralization of reporting and establishment of a reports and forms

control system has been instituted. The consolidation of two formerly separate machine accounting units has produced greater efficiency, particularly with regard to better machine utilization, improved scheduling, and more accurate reports.

During the past year a project had been undertaken to list all required reports, including material required, frequency of submittal, units originating, number of addresses, and number of copies prepared. As a result the use of approximately 10 percent of all Coast Guard forms has been discontinued.

The current guide and charter for management planning is furnished by the two survey reports recently completed by the firms of Booz, Allen, and Hamilton; and Cresap, McCormick, and Paget. These combined with the Ebasco report of 1948 furnish at least a 10-year program.

A study prepared by the first of these firms consisted of a detailed classification survey of the military and civilian positions at 14 selected "type" stations of the Coast Guard, to determine the extent to which job classification is applicable to the Service and to develop methods and procedures for continuing the process to cover all jobs. Basically the survey report recommends that the Coast Guard pursue continuing programs encompassing (1) job analysis, classification, and evaluation, (2) work measurement, and (3) objective determination of manning requirements. The report has been integrated into the over-all management plan of the Coast Guard as a long-range program.

Cresap, McCormick, and Paget conducted a survey of the Coast Guard Yard at Curtis Bay, Mo., to further efficiency and economy of operation. The study reported on the organization, administrative practices, controls, production management, and industrial practices at the Yard. The report constitutes a comprehensive and independent document on which to base aggressive revitalization of the continuing programs for improvement of the Yard.

A survey and analysis of the place of Coast Guard aviation in the total Service operating plan was completed during the past year. The analysis included existing air facilities, including aircraft, their location, disposition, utilization, and effectiveness. The ultimate purpose of this study is the general improvement of efficiency and economy of the Coast Guard aviation program.

The installation of the accounting system which has been under development since November 1948 was completed during the fiscal year 1951. The program has been conducted with the active cooperation and assistance of representatives of the Joint program for improvement of accounting in the Federal Government. Full-time staff representation has been provided both by the Accounting Systems Division of the General Accounting Office and the Bureau of Accounts of the Treasury Department to work on this project. Many innovations are being tested in the Coast Guard with a view to their general adoption throughout the Federal Government.

Administrative Reports

The program for a strengthened system of supply has been developed to the extent that the planned 10 supply depots have been established and placed in commission, with the last established on April 1, 1951. These depots are able to make area-centralized procurement quarterly, enabling the Coast Guard to benefit by making large purchases instead of numerous small ones.

The agreement between the Secretaries of the Treasury and of the Navy whereby the Navy has become the source of supply for equipment and consumables common to the two services has enabled the Coast Guard to procure approximately 80 percent of its requirements at contract prices far below what it would be required to pay if purchasing for its own use commercially. The Coast Guard supply depots are each supported logistically by a naval supply activity in their general area. Before commercial purchases are now made, the facil-



INTERESTING REMINDERS of the old days are these picture post cards collected during the Jamestown Exposition of 1907 at Norfolk, Va., and now in the collection of Miss Nettie R. Cowling, civilian employee, at Norfolk. The pictures are titled: *Upper left*—United States Life Saving Station, Jamestown Exposition; *Upper right*—State Buildings, Water Front; *Lower left*—Fire the Lifeline; and *Lower right*—Shooting the Lifeline.

ties of all other governmental procuring agencies are utilized to the fullest extent for the items which cannot be obtained from the Navy.

The inventory needs of the Service have been established by an inventory control procedure which provides for maximum and minimum levels based on the premise that the unit should not have to replenish its stock more than once each quarter. From the usage factor obtained by inventory control, all requisitions for supplies are analyzed, in order to reduce the quantities of such items as are considered in excess of the 90-day requirement of the unit.

The Cataloging Subsection and the Specifications Subsection have standardized many items with those of the Navy. The Coast Guard participates actively in the Munitions Board Cataloging Agency program of item identification. Descriptions are submitted in accordance with

the approved description pattern on the items, which are peculiar to Coast Guard operations. Specifications on items peculiar to the Coast Guard are being developed, published, and distributed. Coordination is maintained with other agencies in reviewing and commenting on their proposed specifications.

As the inventory control program gains more information on usage it will be possible to do more purchasing for areas as a whole, which will result in savings from larger orders, obtaining the best possible prices, and decreasing the volume of work on purchase orders.

While the policy to delegate authority to the lowest echelon possible always has been emphasized, further delegations of authority from the Commandant to District Commanders are under consideration which will materially facilitate administrative procedures and increase the effectiveness of operations.

"For Meritorious Performance of Duty"—

The Commandant has awarded the Commendation Ribbon to:

ENS CHARLES ALAN ESSEX, USCGR—"... on 6 March 1952, when he went to the assistance of a man in danger of drowning in Honolulu Harbor. ENS Essex while aboard the Greek ship *S. S. Nicolas G. Kulukundis* on a routine load line inspection, learned that one of the seamen had jumped overboard with the apparent intention of deserting the vessel. The man had drifted approximately 50 yards into the stream and was making attempts to call for help. Finding no one in charge, ENS Essex climbed to the bridge and blew a series of short blasts on the ship's whistle to attract the attention of several small craft in the harbor. Observing that the man needed immediate help, ENS Essex removed his clothing and, taking a life ring, dove into the oil-covered water. He reached the man about midstream and succeeded in keeping his head above the water until a lifeboat from the *Kulukundis* reached them and hauled them aboard. ENS Essex's initiative, courage and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

Letters of Commendation . . .

The Commandant has sent letters of commendation dated 18 June to Clarence E. Shelton, BM3 (P) (ESG) and Herbert A. Thiele, SN, for their rescue of a drowning woman in the Mississippi River at New Orleans while they were attached to the Captain of the Port Office there.

Another, dated 23 June, was sent to LT Milton B. Williams, Jr., who as copilot of a Coast Guard plane during adverse weather, transmitted these conditions, after a thorough reconnoiter, to a Pan-American pilot enroute from Scotland to Gander, Newfoundland, so as to prevent ditching his crippled plane with 53 passengers aboard. The pilot, using the weather information obtained by LT Williams, managed to make a safe landing at Gander.

A third letter of commendation has been sent to William F. Holle, AD2 (P) who as a crew member aboard a CG helicopter on the night of 24 February efficiently operated the hydraulic hoist and directed the pilot so that two men stranded on a rock off shore near Point Descanso, Baja California, Mexico, were hauled to safety.

"For Heroic Action . . ."

The Secretary of the Treasury has presented the Silver Life-Saving Medal to LT Clarence Raymond Easter for:

"... heroic action on 4 September 1951 when, as pilot of a Coast Guard helicopter, he went to the assistance of an Air Force pilot whose plane had collided with another plane in midair, off the Coast of Newburyport, Mass. Observing the pilot parachute from his damaged plane and drift toward the ocean, LT Easter inflated the emergency flotation gear, landed his helicopter several hundred yards downwind, and headed directly for the pilot as he hit the water. As the pilot sank, LT Easter cut his engine and, with complete disregard for his own personal safety and with flight

gear and harness on, dove into the cold water. He grabbed the floating parachute and, with the aid of his crew member, brought the unconscious pilot aboard. LT Easter's courage, initiative, and unwavering devotion to duty were in keeping with the highest traditions of the United States Coast Guard."

In the Line of Duty . . .

JUNE 9, 1952.

COMMANDER,

*Eleventh Coast Guard District,
Long Beach, Calif.*

DEAR SIR: I am writing to express the thanks and gratitude of my group to you and those men who serve under you at the Coast Guard station in San Diego.

Last Sunday afternoon at our annual fraternity beach party at Rosarito Beach in Mexico we met with a serious accident. A bus containing ten Mexicans rolled off a cliff adjoining our beach and struck three girls in our party severely injuring them. The Mexican officials at the scene refused to allow our people ambulance space until their people had been removed; thus causing what might have been a serious delay for our injured persons. We then phoned the Coast Guard station in San Diego for assistance. Within an estimated period of 15 minutes, I am happy to report, a Coast Guard helicopter had removed the injured girls for medical treatment in the United States.

All of us were aware of the efficient function of the Coast Guard but we on the beach that day were, frankly, amazed at the speed and efficiency of your men in answering our plea for help. I'm sure that the life of the injured girls may well have depended on the speedy action which she received.

Gratefully yours,

(s) ROLLAND H. WRIGHT,
*President, Kappa Sigma Fraternity,
San Diego State College, San Diego, Calif.*

JUNE 4, 1952

From: AmEmbassy, Panama, R. P.

To: The Department of State, Washington.

Subject: Commendation for Captain O. C. B. Wev, USCG.

I am gratified to report that the success of the recent visit of the Voice of America, U. S. C. G. *Courier* to Panama from April 5 to 29, 1952, was due in great part to the efforts and deportment of CAPT O. C. B. Wev, USCG. CAPT Wev, his officers and enlisted personnel were all a credit to the United States Coast Guard.

I should like especially to commend CAPT Wev for his initiative and cooperation, which went far beyond the call of normal duties. He distinguished himself as host to the thousands of visitors to the ship, as an effective speaker before the Rotary Club of Panama and the Lions Club of Colon; and in general as a modest and engaging ambassador of good will. Despite his full schedule, he found time personally to autograph several hundred *Courier* photographs requested by 15 missions in other countries for presentation to radio stations.

From my observations, the *Courier* is definitely in "excellent hands."

(s) JOHN C. WILEY.

Historical Supplement . . .

(Reprints from "THEY HAVE TO GO OUT")

ANTI-SMUGGLING, 1918-1933

Following World War I, the experiment of national prohibition added many problems to the work of the Coast Guard, while enforcement of the laws against smuggling alcoholic beverages was the Coast Guard duty, and its connection with the unpopular law was unpleasant and often dangerous, funds were allotted for expansion to deal with the situation with a generosity never before equalled. The Coast Guard was greatly augmented and improved, especially in the fields of communication and intelligence.

REORGANIZATION, 1934-1937

With the repeal of the eighteenth amendment in 1933, and the resulting subsidence in the smuggling of liquor into the country, the Coast Guard underwent a drastic reduction in its activities. A reorganization resulted so that operations could be continued with the new limited funds. The Coast Guard districts were rearranged and authority was generally decentralized, so as to give the district commanders greater responsibility and permit greater flexibility and coordination of their forces. The efficiency of the service was consequently immensely increased even with drastically reduced appropriations. In 1937, the lifeboat stations were reduced in number and the remaining units improved and modernized.

THE LIGHTHOUSE SERVICE, 1789-1939

On July 1, 1939, the Lighthouse Service of the Department of Commerce was transferred to the Coast Guard under the President's Reorganization Plan No. II. When first established in 1789, the Lighthouse Service was assigned to the Treasury Department and at first was under the direct control of the secretary. With the increase in the number and scope of its duties, it was transferred to the Revenue-Marine Division of the Treasury in 1845.

For many years the collectors of customs had acted as local superintendents of lighthouses, the supply and inspection of lights being performed chiefly under contract. The establishment of lights was without much system and the administration of the service very loose. In 1851, a planning board was created for the purpose of making a report, which would serve as a guide for legislation. As a result of its report, Congress set up the Lighthouse Board in 1852. This body, being composed of officers of the Army and Navy and civilian scientists, continued to function until 1910. Among its naval members at one time or another were Admirals Dewey, Evans, and Schley. Meade, General of the Union Forces at Gettysburg, performed duties on this board, as did Rosencrans, Beauregard, and Semmes, who later commanded the Confederate vessel, *Alabama*, responsible for the famous "*Alabama Claims*." Eminent civilian scientists who served on the board were Henry Morton, the first president of the Stevens Institute of Technology, and Joseph Henry, of the Smithsonian Institution. The Board established twelve districts, provided for their administration and inspection, instituted improvements in equipment, and fostered

experimentation with new devices. To it belongs much of the credit for the excellence of our present-day navigational aids.

Attempts were made in 1862 and from 1882 to 1885 to transfer the lighthouse establishment to the Navy, but these all failed. When the Department of Commerce and Labor was created in 1903, the Lighthouse Service was superseded by the Bureau of Lighthouses in the Commerce Department. The districts were rearranged and the work consolidated with major changes in organization, although functions and activities were not altered to any major extent.

In 1939, the Lighthouse Bureau was consolidated with the Coast Guard and a further reorganization embraced all of the combined activities of the two services into a well-integrated and effective whole. The former 9 divisions and 13 districts of the Coast Guard, and 17 districts of the Lighthouse Service, were combined into 13 districts, including Puerto Rico, Hawaii, Alaska, and the interior rivers of the United States. The separate field organization of the former lifesaving activities was, at the same time, integrated with other functions of the Coast Guard. The grouping of shore stations, including lifeboat and light stations, and certain bases, which was put into effect at this time, proved of practical value a few years later when the Coast Guard was given the task of organizing the Beach Patrol in 1942. This integrated system of shore establishments then became the key of our entire coastal defense system.

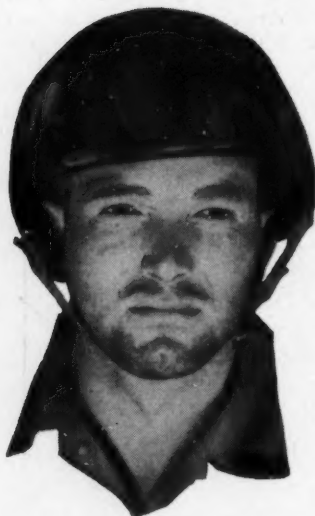
Next Month—Aids to Navigation, 1939-1946; U. S. Maritime Service, 1938-1941; Coast Guard Reserve (Auxiliary) 1939; Neutrality Patrol and Weather Patrol.

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First Lieutenant
Henry A. Commiskey, USMC
Medal of Honor



ONE SEPTEMBER DAY, near Yongdunp'o, Korea, Lieutenant Commiskey's platoon was assaulting a vital position called Hill 85. Suddenly it hit a field of fire from a Red machine gun. The important attack stopped cold. Alone, and armed with only a .45 calibre pistol, Lieutenant Commiskey jumped to his feet, rushed the gun. He dispatched its five-man crew, then reloaded, and cleaned out another foxhole. Inspired by his daring, his platoon cleared and captured the hill. Lieutenant Commiskey says:

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